Memorandum

To : Assistant Commissioner, Field

Date : July 18, 1980

File No.: 301.4687.A3798

Subject: SAN FRANCISCO-

OAKLAND BAY BRIDGE

CLOSURE

From : Department of California Highway Patrol

Golden Gate Division

Attached is a copy of San Francisco Area's report on the spilled load incident of June 25, 1980. The spilled substance was initially believed to be hazardous and resulted in an 11 hour closure of the eastbound lanes of the San Francisco/Oakland Bay Bridge. Copies of the report have been forwarded directly to Enforcement Services Division for their review and transmittal to Mr. Peter Weiner, Special Assistant for Toxic Substances Control, Governor's Office.

Division agrees with Area's evaluation of Caltrans and CHP actions during the incident. Additional meetings have been scheduled between San Francisco Area supervisors and Caltrans managers to explore the possibility of implementing the recommendations made for improving emergency management response and clean up of toxic spills, particularly on the Bay Bridge.

B. R. GOODE

Assistant Chief

Memorandum

To : Golden Gate Division

Date : July 3, 1980

File No.: 335.335.A3672

Subject: SAN FRANCISCO-OAKIAND BAY

BRIDGE CLOSURE - SPILLED

LOAD

From : Department of California Highway Patrol

San Francisco Area

SUMMARY

At about 1538 hours, June 25, 1980, a white powder substance, not readily identifiable, was reported spilled in the westbound lanes of San Francisco-Oakland Bay Bridge causing closure of the westbound lanes until motorist safety could be assured.

San Francisco Area established a Command Post and determined that none of the agencies on the scene were equipped to identify the spilled material or to safely effect a cleanup.

The decision was made to wait for hazardous spill experts to respond even though there was considerable delay due to traffic congestion. Helicopter transportation was arranged for the responding experts. The news media was accommodated.

Delays were experienced by the responding cleanup personnel and in obtaining necessary equipment and supplies. Most delay was unavoidable due to congestion, distances, and our own helicopter being out of service.

The spilled material could not be positively identified thereby requiring careful cleanup prior to traffic being released. Cleanup was completed and the bridge opened at 0122 hours, June 26, 1980.

INCIDENT

At 1538 hours, San Francisco Dispatch received a radio message from a San Francisco beat unit (32-81) indicating that there was a possible chemical spill in the numbers 2, 3, 4, and 5 westbound lanes of the San Francisco—Oakland Bay Bridge (S.F.O.B.B.), west of Treasure Island. At 1540 hours San Francisco Dispatch was notified by S.F.O.B.B. Dispatch that there had been a chemical spill of some type westbound, west of Treasure Island. They also indicated that Cal Trans personnel were at the scene. The information related at this time was that it was a powder substance and that the material was being blown around by passing vehicles. At approximately this same time a call was received from a toll plaza supervisor indicating that traffic was

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continuing west, through the area of the chemical spill.

The Field Operations Officer was advised of the incident and after a discussion with S.F.O.B.B. Maintenance Superintendent, Mr. John Ongaro, it was decided to close the westbound lanes at the toll plaza stopping all westbound traffic at 1555 hours. At 1601 hours Sergeant Kunkel, San Francisco Area, arrived at the scene and with the assistance of bridge personnel attempted to determine the identity of the substance. Mr. John Ongaro had already called I.T. Corp., a Martinez based firm that specializes in the identification and disposal of hazardous wastes. Initial contacts were made with San Francisco Police Department and San Francisco Fire Department about 1610 hours.

A California Highway Patrol Command Post was established at 1645 hours on the bridge at the west side of Treasure Island. Present at this location was Cal Trans, U.S. Navy, U.S. Coast Guard, Cal OSHA (Dr. Richard Wade), and news media representatives. It was determined as quickly as possible that no agency on the scene was equipped to identify or clean up the spill. The Coast Guard had asked for escort to bring personnel and equipment to the scene but they were not sufficiently equipped to do the job. It was then determined that the best course of action would be to wait for I.T. Corp. to arrive.

Doctor Richard Wade (Cal OSHA), who arrived at the Command Post to volunteer his assistance as a toxicologist, was allowed to approach the spill in protective clothing and secure a sample for tests while I.T. Corp. was en route. He determined the powder was not water soluble but was soluble in methyl alcohol. He could not identify it.

S.F.O.B.B. bridge authorities notified San Francisco Area that because of severe traffic congestion the I.T. Corp. personnel were unable to reach the scene. California Highway Patrol Helicopter 6 was in Stockton on a maintenance flight and not available for service. The situation dictated that another agency be contacted to assist in providing helicopter service. Contact was made with KGO helicopter and they agreed to pick up the I.T. Corp. personnel at Orinda Airfield. They were transported to the helipad atop San Francisco's Hall of Justice and relayed by a California Highway Patrol unit to the site of the incident at 1900 hours. After conducting extensive tests, the I.T. Corp. chemist was unable to determine the identity of the substance. They did indicate that they believed the material was probably non-toxic; however, they also indicated that it could possibly be toxic. Based on this information it was decided not to reopen the west-bound lanes at this time.

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As previously determined, methyl alcohol was needed to place the substance in solution so it could be moved and cleaned from the bridge surface. The clean-up crew estimated about 100 gallons of methyl alcohol would be needed. Navy personnel were first to locate a quantity and at about 2215 hours they arrived with a pickup truckload from Oakland.

Initial cleanup preparation started at about 2030 hours and the methyl alcohol washdown began at about 2130 hours. It was estimated that it would take approximately two hours to complete. San Francisco Fire Department responded with a fire truck and remained at the scene during the methyl alcohol washdown.

The coning and rerouting of two-way traffic on the lower deck was considered. However, San Francisco Area and Cal Trans agreed that the routing of two-way traffic on the lower deck was not feasible at this time due to traffic volume. Approximately every hour a reevaluation was made based on traffic density and length of time needed for cleanup of the lanes. Preparations were made by positioning personnel and equipment to implement the two-way traffic on the lower deck if the need arose. At 2120 hours support units from Redwood City and Marin Areas were requested to report to San Francisco Area for possible assistance with traffic control. They remained on standby until 2225 hours, when they were released to return to their Areas.

At 2310 hours, based on estimated cleanup time and the time it would take to reroute traffic, it was determined that two-way traffic for the lower deck would not be implemented.

At approximately 2330 hours Cal Trans began a water washdown and vacuuming of the spilled material. It was now estimated that the cleanup would be completed by 0100 hours. The cleanup continued and at approximately 0119 hours the San Francisco-Oakland Bay Bridge supervisor at the scene determined that the westbound lanes could be opened.

At 1130 hours June 26, 1980 Dr. Richard Wade, a toxicologist from Cal OSHA, notified San Francisco Area that the white substance has been identified as magnesium silica oxalate. This material is an apparent non-toxic and non-harmful substance that can be used as a paint additive or as a cleansing material.

At 1427 hours on June 26, 1980, Sacramento Communication Center received a telephone call from Mr. Nabil Mustafa, 1108 Clinton Road, Sacramento. Mr. Mustafa reported that he witnessed the spilled load on the bridge and pro-

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vided the license number of the vehicle involved. This information was relayed to San Francisco Area at 1432 hours.

The vehicle involved was a 1973 Ford, 2 axle stake bed, registered to D. J. Simpson Co., lll South Maple Avenue, South San Francisco. Contact with company personnel was not accomplished until 0855 hours on June 27, 1980. Mr. D. J. Simpson was contacted and admitted that his vehicle and driver were involved in the spill. The employee/driver James Alan Craig was driving the truck when one 50 pound sack of Microtalc (brand) fell off into the westbound #3 lane of the S.F.O.B.B. The bag was then struck by a 1979 yellow Fiat driven by Mr. Mustafa, who continued on without reporting the incident until the following day in Sacramento. A complaint has been filed charging James Craig with a violation of 23114 CVC. (See attached CHP 555)

OVERVIEW OF THE INCIDENT

A noticeable weakness in this operation was the time it took for the toxic material experts to arrive at the scene. In this incident and in possible future incidents in this Area, it is appropriate to assume that the same type of congestion will occur; therefore, appropriate plans to expedite the movement of hazardous material identification personnel to the scene will have to be addressed. It is unfortunate that the California Highway Patrol Helicopter 6 (H-6) was not available for deployment in this particular case; however, it emphasizes the need to coordinate helicopter use in this type of incident.

At this time there are no known injuries attributable to the incident and while the public was inconvenienced to a large extent, the potential for harm was such that the operational decision to close the bridge was necessary and proper. Total California Highway Patrol manhours expended: 162.

RECOMMENDATIONS

On Friday, June 27, 1980, a meeting was held with Cal Trans to discuss the bridge closure and cleanup procedures. (See attached memorandum) The following recommendations are a result of this meeting and Area's review of the incident:

 Cal Trans should have readily available protective clothing and sample containers for collection of possible hazardous material samples. The sample could then be transported to a laboratory for analysis. Golden Gate Division Page 5 July 3, 1980

- 2. There should be backup helicopter transportation available to assist in transporting personnel and/or hazardous material samples for analysis. Cal Trans should explore the availability of additional helicopter services.
- 3. Cal Trans should identify a number of laboratories throughout the Bay Area that would be available on a 24-hour basis for the identification and analysis of possible hazardous materials.
- 4. The California Highway Patrol Area should have a more identifiable joint California Highway Patrol—Cal Trans Command Post. Well marked signs which identify the location should be used.
- 5. A meeting should be planned with Cal Trans, Golden Gate Division, Golden Gate Bridge, and local California Highway Patrol Area personnel to discuss and plan emergency procedures necessary for a toll bridge closure. Discussion items:
 - a. Controlling and closing of approaches to a toll crossing.
 - b. Rerouting or turning traffic around at a closed toll plaza.
 - c. Consider various alternate freeways for detour routes.
 - d. Identify critical and optimum points for freeway closures.
 - e. If the identification and the analysis of an unknown material is discussed, a chemist or other expert such as Dr. R. L. Wade, a toxicologist from Cal OSHA, should be present.

f. Two-way traffic on lower or upper deck of S.F.O.B.B.

Commander

CHRONOLOGICAL INCIDENT LOG

JUNE 25, 1980

1538	Radio notified by 32-81 possible chemical spill W/B I-80, west of Treasure Island, in numbers 2, 3 4, 5 lanes.
1540	Cal Trans 10-97 at chemical spill, W/B, west of Treasure Island.
1550	Cal Trans reports unknown white powdery substance on roadway. Request W/B lanes closed to traffic. Will call I.T. Corp from Martinez.
1555	W/B lanes closed at toll plaza.
1557	Treasure Island security notified not to allow traffic on to W/B I-80.
1601	32-S6 (Sergeant Kunkel) arrived at the spill scene east end.
1603	32-104 at east end of spill scene with 32-56. E/B traffic is not affected by the spill.
1608	The spill is not being blown around by the wind. I.T. Corp is enroute with an E.T.A. of 20-30 minutes.
1612	Coast Guard Marine Safety Team arrived at east end of the spill.
1619	32-S6 request that Water Quality Control Board respond to the scene.
1640	Request for H-6 at spill scene.
1645	Notified H-6 is in the Stockton Area on maintenance overhaul. Command Post established at the west side of Treasure Island.

- Public Affairs Officer contacted KGO-Radio Helicopter. KGO asked to provide transportation for I.T. Corp from Martinez to spill scene. KGO contact Bruce at 863-4666.
- 1653 Cal Trans contacted and told to coordinate pick up of I.T. Corp with KGO Helicopter. Informed by KGO that pick up zone for I.T. Corp will be Buchanan Field in Concord.
- 1700 Dr. Wade Cal OSHA arrived at the Command Post and volunteered his assistance as a toxicologist.
- 1705 San Francisco Fire Department called and is available for washdown.
- 1733 GG-1 and GG-3 arrived at the scene of the spill.
- 1740 32-S6 request the East Bay Regional Parks be contacted to see if their helicopter is available.
- Called KGO for ETA of pick up of I.T. Corp. I.T. Corp is standing by at Orinda for KGO Helicopter. Once I.T. Corp team is picked up it will be transported to the top of Hall of Justice (closest landing area).
- 1813 H-6 advises San Francisco Area that it will be in the area in 15 minutes. (Over Livermore Valley)
- 1815 KGO Copter has picked up I.T. Corp team at Orinda.
- 1821 KGO called and states its copter has a 10 minute ETA to Hall of Justice Helipad.
- 1830 I.T. Corp van at spill scene and is standing by for its technicians.
- 1832 H-6 advises it is 10-97 at the west end of the bridge.

- 1835 Cal OSHA doctor is 10-97 at the spill scene.
- 1849 H-6 (pilot only) is requested to stay in the area for possible MEDEVAC. H-6 will stand by at Emeryville.
- 1850 KGO Helicopter 10-97 at Hall of Justice with I.T. Corp Team.
- 1855 I.T. Corp Team 11-48 from Hall of Justice to SFOBB via San Francisco CHP Unit.
- 1900 I.T. Corp Team 10-97 at scene.
- 1940 32-C 10-97 on the west end of the spill.
- 2000 I.T. Corp Team feels substance is probably nontoxic but may still be harmful. Will start clean up.
- 2010 H-6 released from stand by status.
- 2015 Contact GG-1 at Oakland CHP office regards having east/west traffic on E/B deck (32-S6).
- 2020 I.T. Corp estimates two hour clean up of scene.
- 2058 32-C request a 30 minute delay of any coning by Cal Trans on E/B deck.
- 2100 32-83M enroute from Oakland Army Base with alcohol.
- 2112 Alcohol arrived at scene.
- 2120 Requested Marin and Redwood City CHP to send five Officers each to San Francisco Area for assistance in traffic control.

2200	Cal Trans request 2300 hour delay on two way E/B traffic (John Ongaro).
2225	Redwood City and Marin CHP units released back to their areas. Seven 32 evening units held over for traffic control #23, #21, #104, #84, #83M, #81M, 80
2310	Per CHP, Cal Trans evaluation - recommend not to open lower deck to two way traffic.
2320	Cal Trans begins washdown of spill and the vacuuming up of the chemicals.
0030	Request by GG-16 for escort of U.S. Navy Fire Department from scene to pick up more alcohol for decontamination of personnel.
0055	Treasure Island Fire Department 10-98.
0119	Radio notified by S-4 that bridge is open and clear.
0122	Toll lanes are open to W/B traffic.

Memorandum

To : San Francisco Area

Date : July 3, 1980

File No.: 335.2571.A3736

Subject: MEETING WITH CAL TRANS

SFOBB CLOSURE

From : Department of California Highway Patrol
San Francisco Area

A meeting with Department of Transportation supervisory personnel was held at 1330 hours, June 27, 1980, at District 4 Headquarters.

Present were:

1. B. C. Bachtold - Deputy District Director, Maintenance

2. C. H. Moll - Senior Highway Superintendent, Cal Trans

3. Chuck Seim - Chief, Operations Support Toll Bridges

4. R. W. Halligan - Information Officer, Cal Trans

5. John Ongaro - Maintenance Superintendent, S.F.O.B.B.

6. Clyde Kent - Paint Superintendent, S.F.O.B.B.

7. Dave Montagner - Captain, San Francisco CHP

8. Raul Palazuelos - Lieutenant, San Francisco CHP

9. Frank Moran - Traffic Officer, San Francisco CHP

The purpose of the meeting was to review the procedures used during the closure of the San Francisco-Cakland Bay Bridge on June 25, 1980. Areas of responsibility were discussed, procedures reviewed, and time logs compared.

The consensus of all present was that in view of the traffic congestion, distance of assistance, and the avilability of air transportation, the procedures and actions taken were proper. The chemists at the scene were in agreement that the substance could not be positively classified as non-toxic; consequently, the operational decision had to be to close the bridge.

The following identifiable concerns were addressed:

Protective clothing - Cal Trans should have readily available protective clothing, sample containers, etc., for collection of spill samples. The sample then could be transported (air/auto) to nearest laboratory for analysis.

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- 2. <u>Laboratories</u> The need for several laboratories to analyze hazardous material was readily apparent to all. Cal Trans will compile a centralized list of laboratories in the Bay Area which can analyze potential hazardous material.
- 3. Air transportation There is an apparent need for back up helicopter transportation to assist in transporting personnel or hazardous material for analysis. Cal Trans will explore the availability of additional helicopter services.
- 4. Additional meeting There will be another meeting scheduled to further discuss emergency procedures for hazardous materials spills. This meeting will involve Golden Gate Division personnel.

R. PALAZUELOS, Lieutenant Field Operations Officer

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SUPPLEMENTAL/NARRATIVE	DATE OF OPPORTUNE INCIDENT TIME (2009) NOTE NUMBER	5000	PAGE 3
(Check one)	MO. 6 DA 25 19 1540 7-335	5990	CITATION NUMBER
MONTH THE THE THE COLLISION THE THE			BYAT
C) SUPPLEMENTAL TRAFFIC COLLISION REPORT (CHP 355 OR 555-01)			
] OTHER:	GITY/COUNTY	""	ONTING DISTRICT
			5,155
	EHICLES NEMOVED FROM	A SCENE	H211112
TO CHP AK	PRIVAL	-5 40 50	AUGE
DAMAGE TO VEHICL	ES: VEHICLE#/ SUSTAINE	DNOLA	TA TUE
	Z SUSTAINED MINOR.		
EXTERIOR	PAINT SURFACE AND. E. NOTE: ABOVE DAMA	CT TO AS	DES
THE VEHICL	DRIVER #2, (MUSTAF	VEUTC	LE CHAS
CRUCED	ED BY CHN PERSONNIEL	71 Jan VERTON	LL COMS
NOT WEEKV	STATUS: LICENISES V	NITO ALL	DOE
	ASSIFICATION.	The LL J January	
MODER CI	DOIVER #2 (MUSTAFA) N	OTTETED	SACRADIONE
PUDITIONAL PACTION	ACCIDENT AT APPROXI	MATELY	2130 211
(/26/80	THROUGH DRIVER "C'S	DESCRIP	TTOAL
10/26/QU.	AND VEHICLE !! WERE	LOCATED	AT
2'55 MA	6/27/80, AND THE REA	UNRT TAY	FN.
TATELLELIT DUTVER	CRAIG RELATED IN E	SSENCE:	I WAS
W/R ON T	SO IN THE W-2 LAWE,	AT AMPROX	IMATELY
(50) MAPH 1	NHEN I ORSERVED ONE	OF THE	50 LB.
SOCKSOF	MICROTALC FALL FROM	A THE RT.	REAR
OF MY TRU	CK INTO THE W-3 LAN	JE. A YE	LLOW CAR
TAI THE U	1-3 LANE STRUCK THE	SACK AM	Ω
The state of the s	THE CONTENTS IN TH		1
	W CAR WAS NOW WHIT		
FOLLOWED A	ME TO THE WEST END OF	THE ERE	DOE.
I ORSERVE	D THE DRIVER OF THE	CAR AN	DMOTTONED
FOR HIM!	TO FOLLOW ME, PUT HE	CONITINIL	FD ON.
I THOUGH	T THE SPILLED MATEL	PIAL WOU	ID JUST
PLOW AWAY	AND I KNIEW IT WA	ACT TOIN 2	NGEROUS.
I CONITINIL	IED TO MY EMPLOYERS	BUSING	ss address
AND NOT	FIED MY SUPERVISON	2 OF THE.	LOSS OF
THE (SO) L			
STATEMENT DRIN	IER MUSTAFA RELATED	IN ES	SENCE:
I WAS W	1B ON THE BAY PRIDE		
NAME PREPAR	I.D. NUMBER MO. DAY YR. NAME	REVIEWED	MO. DAY YR.
LPMANIT	5990 6 2780		

DATE OF COLLISION TIME (2000) NCIC NUMBER OFFICER LD.	NUMBER PAGE
MC. 6 DAY 25 VR. 80 1540 9-335 5990) 4
ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS	STATED (SCALE -)
	4
	$\Lambda \rightarrow 1$
YERBA BUENA ISLAN	INDICATE
TERDA IDULIAN IZZZZZZ	NORTH
WEST END Y.BI. TUNNEL	2.7
	1
GUARD RAIL	3"
	_
	15
	1.5 MILES
	4
5	5"
	AREA OF IMPACT
CALL BOX #124 D	
	6
SPILLED LOAD	
7.7/11/11/11/11/11/11/11/11/11/11/11/11/11	7"
W-5 W-4 W-3 W-2 W-1	
F LY 4 4 4 4	8
E	
EVIEW: WITCH TO BE THE	20-00-
TOP DECK OF TWO-DECK STRUCTURE	Lanta John John John John John John John John
19" I STAGE AND TECH STAGE	5

1Check one) 100 6 01 25 190 1540 9-335 5990 5	
NARRATIVE CONTINUATION TRAFFIC LOCATION/SUBJECT COLLISION REPORT (CHP 255 OR 585-91)	
SUPPLEMENTAL TRAFFIC COLLISION REPORT (CHP 595 OR 595-01)	-
OTHER:	
LANE WHEN I OPSERVED A BAG FALL OFF A	
WHITE FLATBED TRUCK IN FRONT OF ME TO	
MY LEFT. I RAW INTO THE BAG AND A LARGE CLOL	- 1
COVERED MY CAR. L. FOLLOWED THE TRUCK TO THE	
WEST END OF THE BRIDGE AND OBTAINED A	
LICENSE NUMBER. I ALSO GOT A GOOD LOOK	
AT THE DRIVER AND WOLLD RECOGNIZE HIM	
AGAIN IF I SAW HIM.	
OPINIONS AND CONCLUSIONS: T.C. OCCURRED W/B I. 80 SAN FRANCISCO - DAKLAND BAY BRIDGE IN THE	-
VICINITY OF CALL BOX # 124, APPROXIMATELY (1/2	
MILES WEST OF YERRA BUENA ISLAND IN THE	_
W-3 LANE OF (5) W/B LANES. DRIVER *: 1 WAS	
WI/B IN THE W-2 LANE AT APPROXIMATELY (50) MPH	
WHEN A (50) LB. BAG OF MUCROTALC FELL OFF	
THE RT. REAR OF HIS TRUCK AND INTO THE W-3	
LANE. VEHICLE #2, W/B IN THE W-3 LANE AND	
SLIGHTLY BEHIND VEHICLE #1, STRUCK THE	
BAG AND SCATTERED THE CONTENTS THROUGHOUT	
THE (5) WB LANES OF THE BRIDGE, VEHICLES	
# / AND #2 CONITINILIED OFF THE WEST END OF	
THE BRIDGE AND LEFT THE SCENE.	
T.C. CAUSED BY DRIVER # 1 (CRAIG) WHEN AN UN-	
SAFELY LOADED BAG OF CARGO SPILLED ONTO THE ROADWAY. VIOLATION OF SECTION 23114 V.C.,	
SPILLING LOAD ON ROADWAY.	
RECOMMENDATIONS: COMPLAINT BE FILED AGAINST	
DRIVER # 1 (CRAIG), FOR VIOLATION OF SECTION	1
23114 V.C., SPILLING LOAD ON ROADWAY	-
PREPARED BY I.O. NUMBER MO. DAY YR. NAME MO. DAY	Y R.
LP MANIT 5990 6 2780	

DEFINE THE CHIEF OF THE PROPERTY OF THE PROPER ADDR AS OF 11-01-78:2518 ALBRIGHT SO SAN FRAN 94080* IDENTIFYING INFORMATION: SEX: MALE*HT: 5-10*WT: 160*EYES: HZL*HAIR: BROWN* LIC/ISS:11-01-78*EXP/BD:82*CLASS:3 * LICENSE STATUS: VALID* DEPARTMENTAL ACTIONS: NONE CONVICTIONS: VIOL/DT CONV/DT SEC/VIOL DKT/NO FINE DISP COURT **VEHZLIC** 01-27-78 02-27-78 21453H VC 703666 020 8 414 FROM CLETS: DATE: 06-30-80*TIME: 12:40* DL/NO:N6456718+B/D:11-06-59+NAME:CRAIG THMES ALAN* ADDR AS OF 11-01-78:2518 ALBRIGHT SO SAN FRAN 94080* IDENTIFYING INFORMATION: SEX: MALE*HT: 5-10*WT: 160*EYES: HZL*HAIR: BROWN* LIC/ISS:11-01-78*EXP/BD:82*CLASS:3 * LICENSE STATUS: YALID* DEPARTMENTAL ACTIONS: NONE CONVICTIONS: ---VIOL/DT CONVZDT SEC/VIOL DKT/NO. FINE DISP COURT **VEHZLIC** 01-27-78 02-27-78 214538 VC 703666 020 B 41450 WIAS77 07-22-78 08-30-78 22350 VC. *849655 025 B 41479 **WIP877** 22352 VC FROM CLETS: DATE:06-30-80*TIME:12:40* DL/NO:N6456710*B/D:11-06-59*NAME:CRAIG JAMES ALAN* ADDR AS OF 11-01-78:2518 ALBRIGHT SO SAN FRAN 94080* IDENTIFYING INFORMATION: SEX: MALE*HT: 5-10*NT: 160*EYES: HZL*HAIR: BROWN* LIC/ISS:11-01-78*EXP/BD:82*CLRSS:3 * LICENSE STATUS: VALID* DEPARTMENTAL ACTIONS: NONE CONVICTIONS: **VEHZLIC** DISP COURT DKT/NO FINE SEC/VIOL CONVZDT VIOL/DT 41450 WIA877 020 В 214538 VC 703666 01-27-78 02-27-78 WIP877 *840655 025 8 41470 VC 22350 08-30-78 07-22-78 VC 22352 41420 MY77BRD C 020 VC 022391 22450 12-13-79 11-13-79 984XCV 31620 155 U 63415 22348A VC 12-27-79 08-14-79 *FTA CLEARED FAILURES TO APPEAR: NONE ACCIDENTS:

DATE LOCATION 05-09-78 SO SAN FRAN 11-15-79 SO SAN FRAN

 VEH LIC
 PEPORT NO
 FR CASE NO

 WIP877
 05 09 80294

 MY77BR0
 41175500019
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END

J. J. Dimpson Company 114 SOUTH MAPLE AVENUE, SOUTH SAN FRANCISCO, CA. 94080 (415) 873-5990 P.O. BOX 2265 (4

PURCHASE ORDER

No. 10478

::

UNLESS OTHERWISE NOTED BELOW, ALL SHIPMENTS ARE TO BE RECEIVED AT 111 SO. MAPLE AVE., SO. S. F. CA 94080

Pfizer

. box 22st

SHIP TO .

The said of the sa 4650 Shellmound Street

ATTN: Dianne

والمراجع المواصليات

6/24/80	Emery	ville	6/ /80	DJS Will Call	TERMS	
QUANTITY	SIZE	CODE NO.	1	PRODUCT DESCRIPTION	TINU	TOTAL
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)	30#	-	100d			
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* SHOW OUR PRODUCT CODE NUMBER ON ALL CARTONS, BAGS AND DRUMS (TOP AND SIDE). 1. SHOW PURCHASE ORDER NUMBER ON ALL SHIPPING PAPERS.

2, INVOICES (IN DUPLICATE) MUST SHOW F.O.B. POINT, FREIGHT TERMS, CASH DISCOUNT, PRODUCT CODE AND PURCHASE ORDER NO.

I CERTIFY THAT THE ITEMS DESCRIBED ABOVE WERE RECEIVED AND INSPECTED BY ME; THAT THE QUANTITIES WERE AS STATED; AND THE CONDITION WAS SATISFACTORY EXCEPT AS OTHER-WISE NOTED ON REVERSE SIDE) ER OF

CONFIRMATION

FOR RESALE No. SR BB-20-163005 impson

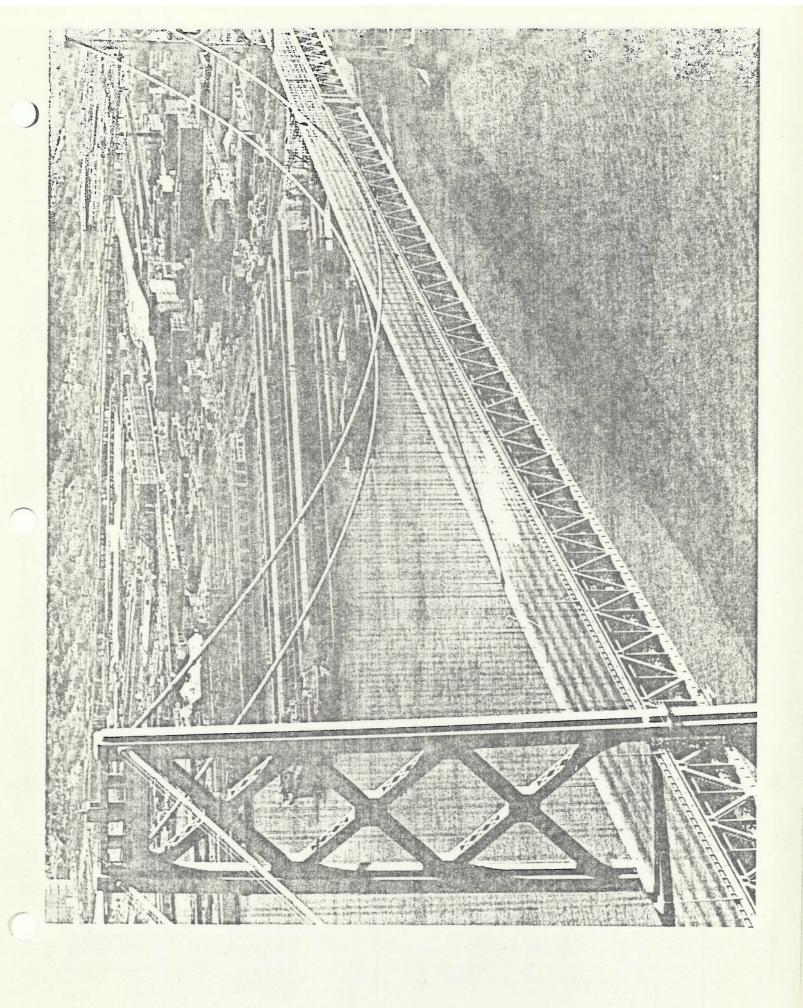
ompany

ORDER PLACED SUBJECT TO CONDITIONS SHOWN ON REVERSE SIDE HEREOF.

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							The Fibre Drume or Boses used for this shownest conform to the specifications set
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SUPPLEMENTAL TRAFFIC COLLISION	33			RIDGE CALL BOX		0 25	1653
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03.15.51 TO CZDP FROM CZD2: 26JUN80

CHP GOLDEN GATE DIVISION ALL AREAS GOLDEN GATE DIVISION CHP HEADQUARTERS-OFFICE OF ASSISTANT COMMISSIONER-CHIEF OF FIELD SERVICES 062680 0130PDT

UNUSUAL INCIDENT- UPDATE AND CONTINUATION OF MSG OF 6-25-80 1710PDT.

SUMMARY:

CLEAN UP OF CHEMICAL SPILL ON THE SAN FRANCISCO DAKLAND BAY BRIDGE (SFOBB).

INCIDENT:

I. T. CORPORATION (HAZARDIOUS MATERIALS IDENTIFICATION AND CLEAN-UP) WAS REQUESTED BY CAL TRANS TO RESPOND TO THE HAZARSOUS MATERIAL SPILL. DUE TO HEAVY TRAFFIC CONGESTION AND WESTBOUND LANES OF THE SFOBB CLOSED, I. T. CORP. PERSONNEL WERE FLOWN FROM ORINDA AIRFIELD TO SAN FRANCISCO HALL OF JUSTICE HELICOPTER PAD FOR TRANSPORTATION TO THE SCENE. AT 1930 HOURS I.T. CORP. PERSONNEL BELIVED THAT THE CHEMICAL SPILLAGE WAS NOT OF A TOXIC NATURE & PREPARED FOR CLEAN UP OPERATIONS. POSITIVE IDENTIFICATION OF THE SUBSTANCE COULD NOT BE COMPLETED AT THE SCENE. AT 2100 HOURS MARIN AND REDWOOD CITY CHP WERE ASKED TO SEND FIVE OFFICERS EACH

CONTINUE PAGE 2

TO ASSIST WITH TRAFFIC CONTROL. AT 2225 HOURS THE OFFICERS FROM BOTH AREAS WE

AT 0119 HOURS THE CLEAN UP WAS COMPLETED AND WESTBOUND LANES ON THE BRIDGE WERE OPENED. THE EASTBOUND LANES OF THE BRIDGE REMAINED OPENED DURING THE ENTIRE OPERATION.

POSITIVE IDENTIFICATION OF THE SUBSTANCE WILL BE ATTEMPTED DURING A LABORATORY ANALYSIS.

NO INJURIES REPORTED BY EITHER THE GENERAL PUBLIC OR PERSONNEL INVOLVED.

MEMORANDUM TO FOLLOW.

REFERZ D. P. MONTAGNER CAPTAIN CHP SAN FRANCISCO AREA/CZD/BK